

Series IV
Miscellany,
1915-1973

Box 19, Folder 3

Notes

0398

^{"I love words for it is"}
THE Greeks ~~have a word for~~ an expression which is symbolic of the Greek language, but ^{"the"} ~~although the Greek language~~ ^{"the words"} ~~had a word for it~~ the Greeks didn't necessarily confine themselves to ~~that~~ but used expressions to convey meanings rather than words. For example, the Greeks generally say "no" with a toss of the head and the expression "~~teh, teh~~" or a similar sound. ^(I love a kiss)

The story is told of the Englishman in Greece who had a great friend, a Greek who was going to London. The Englishman asked his Greek friend if we wouldn't speak to his wife and say "hello" for him. The Greek friend said that he would.

~~As~~ Strange as it may seem, the Englishman heard nothing from the Greek and nothing from his wife about the visit. So later on the Englishman ^{returned to London} ~~went home~~ and said to his wife, "Didn't my friend, Mr. KYPARIS, ^{T's} (naming the Greek gentleman), come to see you?" To this, his wife said with a toss of her head, "~~Teh, teh~~".

HOW TIGHT IS A DUCK'S BOTTOM?

The Brains Trust was asked, "How tight is a duck's bottom?" Professor Joad said it would depend upon what exactly the questioner meant by 'tight', and also upon the type duck. There were several interpretations that could be applied to the tightness and of course there must be some standard against which the degrees of tightness could be measured. Therefore it seemed a case for Professor Huxley.

Professor Huxley agreed with Joad and was of the opinion that the questioner should have the question referred back for further details. It was, for example, within his (Huxley's) knowledge that there were 122 different kinds of ducks in Hyde Park and Regent's Park zoo. Tightness in the context of the question was obviously a relative quantity and an answer could not be given with any biological certainty without fuller information as to what precisely the questioner wanted to know.

Commander Campbell said that he agreed with Joad and Huxley, but he felt that the following incident might be of help to the questioner: When he (Campbell) was travelling up the Wing Ping River in 1923, he asked the captain of the river boat the same question -- "How tight is a duck's bottom?" The captain said that he had never given the matter serious thought, but it seemed to him that however tight, it might be, it must be watertight -- otherwise the bloody duck would sink.



Some Collective Nouns

Crowd of people
Group of people
Band of robbers
Conclave of cardinals
College of cardinals
Flock of sheep (goats, or geese)
School of fish
Shoal of fish
Association of states
Caucus of politicians
Consortium of engineers
Congregation of souls
Assemblage of individuals
Collection of objects (paintings, coins, etchings, etc.)
Company of men
Galaxy of stars
Flight of swans
Hive of bees
Cloud of locusts
Swarm of bees
Pack of wolves (or hounds)
Tribe of natives
Herd of cattle (cows, sheep, etc.)
Drove of swine
Bevy of schoolgirls
Clump of bushes
Grove of trees
Sheaf of papers
Hodgepodge of ideas
Accumulation of junk
Gathering of clans
Covey of partridge
Hatch of flies
Brood of oysters
Gaggle of geese
Pride of lions
Pod of whales
Clutch of chickens
Clowder of cats
Kindle of kittens
Skulk of foxes

(London Times)
" "

Cowardice of curs	(Lore of the Chase, 18th Cent.)				
Skein of geese (on the wing)		"	"	"	"
Exaltation of larks		"	"	"	"
Murmuration of starlings		"	"	"	"
Rush of dunbirds		"	"	"	"
Cete of badgers	("Sir Nigel", Arthur Conan Doyle)				
Singular of boars		"	"	"	"
Sounder of swine		"	"	"	"
Nye of pheasants		"	"	"	"
Badling of ducks		"	"	"	"
Fall of woodcock		"	"	"	"
Wisp of snipe		"	"	"	"

Of more recent vintage, and merely submitted
for consideration

Admiration of admirals
Galaxy of generals
Flush of wing commanders
Ibid of historians
Ponder of scientists
Piety of prelates
Explosion of canons
Scathe of intellectuals

Adm. Bowen Begins New Career at 73 Stormy Petrel Now in Textiles

By Walter Hamshar

Vice-Adm. Harold G. Bowen, who retired from the Navy in 1947 after a career that was stormy because he forced old-line officers to accept new ideas, has embarked on another career, the fourth in his seventy-three years.



BOWEN

Unlike many retiring Navy admirals who easily secure high titles in big commercial firms, Adm. Bowen has become president and treasurer of the United States Ring Traveler Co., of Providence, R. I., by purchasing control of the family enterprise.

Ring travelers, the product of his company, are the devices that "banished grandma's spinning wheel and made her a baby sitter," he said in an interview yesterday.

He also said that he will apply the same tactics to the textile industry as he did in the Navy—research and efficiency. The trouble with the textile industry, he said is that "it started the industrial revolution and then stopped progressing."

Pressured High Pressure

But Adm. Bowen's first and real love is still the Navy, despite the disputes and controversies he had with "the brass" in the service and in the private shipbuilding industry.

It was Adm. Bowen's insistence on "stuffing high pressure, high temperature boilers down the Navy's throat when he was chief of the Bureau of Engineering during the 1930's that put the Navy years ahead of any other nation in ship propulsion machinery. It also set the stage for construction of the superliner United States whose high pressure, high temperature boilers enabled her to cut almost half a day off the Queen Mary's record for crossing the Atlantic.

But high pressure, high temperature was a controversial subject in those days and his high pressure methods almost caused his early retirement from the Navy, Adm. Bowen recalled. He was ordered to take a physical examination which he passed in every respect except for one "grave" defect. He suffered from alopecia, he was informed.

Baldness No Handicap

When Adm. Bowen broadcast all over Washington that he was being retired because of baldness, the resulting mirth caused some fast backtracking by the retirement board.

As chief engineer, Adm. Bowen prodded the Naval Research Laboratory into investigating radar. When the engineering bureau was abolished in 1939, he was transferred to supervise the laboratory's work and pressed the radar program, putting this nation ahead of all foreign radar developments at the outbreak of World War II.

He said yesterday this country's radar had been developed to the point where one antenna could be used for sending and receiving signals while British radar was still using two antennae, one for each function.

But he had his difficulties in getting the Navy interested in using the new electronic device. One old captain refused flatly to put "one of those flying mat-

because it spoiled the ship's appearance. Opposition evaporated, however, during some night maneuvers off Honolulu just before Pearl Harbor. The ships equipped with radar found they could keep track of every move the "enemy" vessels were making despite total darkness.

Assigned First Atom Funds

Adm. Bowen said he saw the possibilities of atomic power as a propulsion force when he attended some lectures on atom splitting in 1939. He became the first government official to assign funds for atomic research when he allocated \$6,000 to a team of naval researchers for a look into the new force.

His knowledge of nuclear fission flabbergasted a government meeting a few years later. He was drawn aside and told he was not supposed to talk about such things because the government was engaged in the highly secret atomic project. When Adm. Bowen explained that his knowledge came from the experiments his laboratory had been conducting, he was promptly inducted into the new team. Adm. Bowen said yesterday that his researchers cut several months from the atom bomb's development.

Seized Yards in War

It was in the field of Navy seizure of shipyards during World War II that Adm. Bowen became best known in the maritime industry. Adm. Bowen

seized and operated the Federal Shipbuilding and Dry Dock Co. in Kearny, N. J., and the Los Angeles Shipbuilding Co. during World War II. With the assistance of commercial shipbuilding experts, he put both yards on an efficient basis and they were returned to private operation.

Adm. Bowen seized and operated eight plants during World War II for the government, establishing a precedent in such operations. It was this precedent that caused Princeton University to ask the admiral to write about his experiences. The result was "Ships Machinery and Mossbacks" published in 1954.

Book Severely Edited

The book was published as a contribution to learning and not for popular consumption. Adm. Bowen admitted yesterday that many of his salty anecdotes where he named names and places were severely edited. The chapter on plant seizure is considered to be the most authoritative work on government seizure and operation.

Although he can look back on a full life, Adm. Bowen admitted to one regret. Despite his contributions to ship propulsion, to radar, deisel motor development and to atomic power, he has never been recognized by the Society of Naval Architects and Marine Engineers of which he has been a lifetime member.

"I guess I stepped on too many toes," he said.

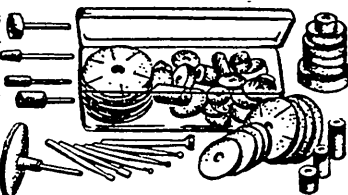
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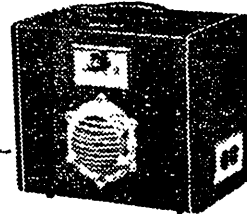
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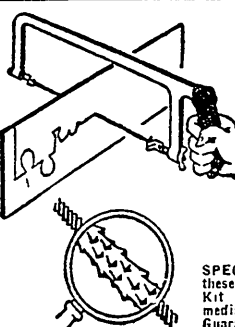
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Photo Courtesy of Riverside Enterprise
Palm Springs Mayor Florian Boyd (left), and Herman Reich (right), form welcoming committee for Rear Admiral Charles Hartman, commandant of the 11th Naval District, on his arrival in the Riverside County resort city for a brief visit. The mayor and Reich are both former Navy men and Reich, Palm Springs' Republican Congressional candidate, served under the admiral when Reich was a midshipman and the admiral was duty officer at the Naval Academy at Annapolis. The admiral addressed the Rotary Club while here and was introduced by Reich.

0404



Photo Courtesy of Riverside Enterprise
Palm Springs Mayor Florian Boyd (left), and Herman Reich (right), form welcoming committee for Rear Admiral Charles Hartman, commandant of the 11th Naval District, on his arrival in the Riverside County resort city for a brief visit. The mayor and Reich are both former Navy men and Reich, Palm Springs' Republican Congressional candidate, served under the admiral when Reich was a midshipman and the admiral was duty officer at the Naval Academy at Annapolis. The admiral addressed the Rotary Club while here and was introduced by Reich.

REVIEW and OUTLOOK

Hobson's Choice

One night past some thirty thousand tons of ships went hurtling at each other through the darkness. When they had met, two thousand tons of ship and a hundred and seventy-six men lay at the bottom of the sea in a far off place.

Now comes the cruel business of accountability. Those who were there, those who are left from those who were there, must answer how it happened and whose was the error that made it happen.

It is a cruel business because it was no wish of destruction that killed this ship and its hundred and seventy-six men; the accountability lies with good men who erred in judgement under stress so great that it is almost its own excuse. Cruel, because no matter how deep the probe, it cannot change the dead, because it cannot probe deeper than remorse.

And it seems more cruel still, because all around us in other places we see the plea accepted that what is done is done beyond discussion, and that for good men in their human errors there should be afterwards no accountability.

We are told it is all to no avail to review so late the courses that led to the crash of Pearl Harbor; to debate the courses set at Yalta and Potsdam; to inquire how it is that one war won leaves us only with wreckage and with two worlds still hurtling at each other through the darkness. To inquire into these things, now, we are reminded, will not change the dead in Schofield Barracks or on Heartbreak Ridge, nor will it change the dying that will come after from the wrong courses.

We are told, too, how slanderous it is to probe into the doings of a Captain now dead who cannot answer for himself, to hold him responsible for what we did when he was old and tired and when he did what he did under terrible stresses and from the best of intentions. How useless to debate the wrong courses of his successor, caught up in a storm not of his own devising. How futile to talk of what is past when the pressing question is how to keep from sinking.

Everywhere else we are told how inhuman it is to submit men to the ordeal of answering for themselves. To haul them before committees and badger them with questions as to where they were and what they were doing while the ship of state careened from one course to another.

seems

This probing into the sea more merciless because almost everywhere else we have abandoned accountability. What is done is done and why torture men with asking them afterwards, why?

Whom do we hold answerable for the sufferance of dishonesty in government, for the reckless waste of public moneys, for the incompetence that wrecks the currency, for the blunders that killed and still kill many times a hundred and seventy-six in Korea? We can bring to bar the dishonest men, yes. But we are told men should no longer be held accountable for what they do as well as for what they intend. To err is not only human, it absolves responsibility.

Everywhere, that is, except on the sea. On the sea there is a tradition older even than the traditions of the country itself and wiser in its age than this new custom. It is the tradition that with responsibility goes authority and with them both goes accountability.

This accountability is not for the intentions but for the deed. The captain of a ship, like the captain of a state, is given honor and privileges and trust beyond other men. But let him set the wrong course, let him touch ground, let him bring disaster to his ship or to his men, and he must answer for what he has done. No matter what, he cannot escape.

No one knows yet what happened on the sea after that crash in the night. But nine men left the bridge of the sinking ship and went into the darkness. Eight men came back to tell what happened there. The ninth, whatever happened, will not answer now because he has already answered for his accountability.

It is cruel, this accountability of good and well-intentioned men. But the choice is that or an end to responsibility and finally, as the cruel sea has taught, an end to the confidence and trust in the men who lead, for men will not long trust leaders who feel themselves beyond accountability for what they do.

And when men lose confidence and trust in those who lead, order disintegrates into chaos and purposeful ships into uncontrollable derelicts.

(Obtained from United States Naval Institute Proceedings, Vol. 79, No. 12, December 1953, pages 1364-1365)

0407

Mr. Chan discovered his teak furniture was being stolen. He found the footprints of a barefoot boy in the sand; so he hid and watched. One day he saw a huge bear leaving his house, carrying a teak chair in each arm.

"Ah ha," he cried. "Boy-foot bear with teaks of Chan."

Then there was that king of a tiny island in the Pacific whose throne was always being stolen. So he took it home with him at night and hid it in the thatch roof of his grass hut. But one night an earthquake dislodged it and it fell on the king and killed him. The moral of this story is:

"People who live in grass houses shouldn't stwo thrones."

But of course you have heard of the sea-birds impeding plane landings on lonely island landing strips. Terns are the birds' names, I think. So when the planes are coming in for a landing, everyone starts throwing rocks at the birds to get them off the runway. In fact they leave not one tern unstoned.

0408

In 1884, Ferdinand de Lesseps, builder of the Suez Canal, was elected to the French Academy. In the course of a speech of welcome Ernest Renan said: 'Hitherto the Bosphorus has provided the world with embarrassment enough; now you have created a second, and more serious, source of anxiety. For this defile not only connects two inland seas, but it acts as a channel of communication to the oceans of the world. So great is its importance that in a maritime war everyone will strive hard to occupy it. You have thus marked the site of a future great battlefield!

The Mediterranean and Middle East
Volume I, by Major General I.S.O.
Playfair, HMSO, London: 1954

THE ROLE OF DIET AND HORMONES IN ATHEROSCLEROSIS

Studies on the mechanisms and circumstances leading to atherosclerosis have crystallized, enabling the elaboration of a general theory which integrates present knowledge and serves to plan future study.

The basic ideas may be briefly summarized as follows: Atherosclerosis is a distinct entity. It is one among the arterioscleroses, by far the most important. It is a disease separate and different from hypertension. Atherosclerosis is the chief cause of coronary disease and cerebral vascular disease. It is not simply aging or senescence. It is a disease, and therefore it is neither inevitable nor irreversible. Rather, it is preventable and (at least up to a point) reversible and curable. Specifically it is a metabolic disease, in which altered cholesterol-lipid-lipoprotein metabolism plays a critical and decisive (but not exclusive) role. Without derangements in lipid metabolism, clinically significant atherosclerosis would occur rarely, particularly in middle-age, regardless of the functional status of the cardiovascular system. These atherogenic alterations in cholesterol-lipid-lipoprotein metabolism are frequently brought about by the habitual life-span pattern of diet.

This concept--the intellectual framework of reference for most current atherosclerosis research--is appropriately designated the cholesterol-lipid-lipoprotein theory of atherogenesis.

This concept of atherogenesis is documented by abundant data accumulated by the three major investigative approaches to the problem--the clinico-pathological, the epidemiological, and the animal-experimental methods of research.

Based on this concept, amply supported by available evidence, prophylaxis should involve simple rational adjustments to correct the defects in the American diet, a diet rich in calories and relatively or absolutely deficient in essential nutrients--a special type of malnutrition combined with over-nutrition. These measures would automatically cut down calories and therewith obesity, significantly raise the ratio of essential nutrients to calories, reduce the percent of total calories in the form of fat from the present 40-60% to a reasonable 25-30%. Obviously, this is neither a final nor a complete answer. Knowledge does not permit us to be that definite. But the above set of suggestions constitutes a healthy step in the right direction.

The concept of the influence of the life-span pattern of diet on atherogenesis offers an explanation for the marked differences in mortality and morbidity from this disease in various population groups. It cannot account for individual differences within a given population. To account for these latter, many other factors have to be considered.

BIOGRAPHIC SKETCH

James L. O'Sullivan, FSO

Mr. O'Sullivan received his A.B. degree from Williams College in 1938 and, during 1941-42, he attended Yale University Law School. He was commissioned as a Foreign Service Officer in 1942 and was first assigned as American Vice Consul at Montreal. Following diplomatic assignments at Cayenne, Martinique, Chungking and Hanoi, Mr. O'Sullivan served in the Department of State from 1947-1950. His duties in the Department included that of acting officer in charge of Indonesian and Pacific Island affairs.

From 1951 to 1954, Mr. O'Sullivan served as Secretary and Consul at Rome and, during the following two years, he was First Secretary and Consul at Djakarta, Indonesia. At present, Mr. O'Sullivan is attending the Naval War College.


0411

INCOME TAX AID


The Providence Journal recently published the following article:

"Newport-area taxpayers will have an opportunity to discuss problems with the Federal Internal Revenue Service officials each Monday & Tuesday starting Jan. 14 in room 264 of the Post Office Bldg., Thames St Newport. The Monday & Tuesday "Taxpayer Assistance Days" will continue through March. Special assistance will then be available every weekday in April until the 15th. Of course, the office is open every weekday, Monday through Friday, but taxpayers have been requested to use these specially designated days."

04 12



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0413

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TELEGRAM TO REAR ADMIRAL BATES

6/7/58

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CONGRATULATIONS. WE THINK IT'S FINE. IT'S
REALLY GREAT AND QUITE AN HONOR TO BE THE FRIEND
OF SUCH A SCHOLAR. WE KNOW WITH ALL YOU'LL
MAKE A HIT AS ADMIRAL, DR. BATES AND D. LITT

THE BOYS IN THE BACK ROOM

0415